

SUMMARY

Prepared by Jeff Cantor
On Monday July 25th, 2005



Gasoline Cars And Trucks Workgroup Meeting

Held 8/11/05

NJ-DOT HQ – Foran Building

Meeting called by: John Gorgol

Facilitator: Jeff Cantor

Attendees: Joseph Caravella, TransOptions; Sudhir Joshi, NJDOT; Nathan Cumar, NJDOT; Steve Jurow, NJ Transit; Jeff Cantor, NJDEP; Rob Schell, NJDEP; John Gorgol, NJDEP; Rich Janiak, NJDEP; Jim Arose, NJMVC; Jerry Lutin, NJ Transit; Kirk Barrett, Montclair University (see attached table for complete contact information)

Materials: Minutes from last meeting; evaluation matrix listing brainstorming ideas

Introduction/Announcements [5 minutes]

Brief introductions of attendees followed by a review of the minutes from last meeting.

Overview [10 minutes]

Began with evaluation of remaining ideas from last meeting and new suggestions using the same evaluation matrix and criteria. Then developed method for ranking ideas for possible recommendation (high, medium, and low) using the following steps:

- Significant environmental benefit – a score greater than 3 with the understanding that short term and long term benefits might be different
- Look for any fatal flaws – a score of less than 1 in any category but especially technical feasibility and cost
- Highest overall score

During discussion it was agreed that there is no single best way to do this ranking and that subjective judgments would be critical. It was also suggested that an idea which might not be appealing today for short term use and inclusion in the pending SIP might be very attractive in years to come. Therefore it is important that ALL ideas be carried forward as part of the public record and be periodically reevaluated.

Discussion [3 ½ hours w/ break for lunch]

Discussion on neighborhood electric vehicles identified three different ideas; electric shuttle vehicles in self contained communities, electric charging stations at train stations and shopping malls, and privately owned – low speed electric vehicles for use on short errands. Each of these ideas was evaluated separately along with two other ideas left over or missed from the last meeting and one brand new idea.

Shuttle vehicles in community (electric)

- Senior communities; high density areas with integrated services
- Similar to shuttles already in use in some areas (Hoboken)
- Education may be all that is needed as economics could be positive
- Long term potential much better than short term

Support electric vehicle charging stations

- Could partner with PSE&G, GPU etc
- Locate at train stations, shopping malls, downtown shopping districts
- Provide charging station; owner pays for electricity (credit card)
- Short term potential very low due to lack of vehicles

Pollution credit trading program

- Allot credits to each car/driver based on societal cost of driving

- Drivers who don't need all of their allotment can sell to those who use more
- Trading directly or through brokers (state run or private)
- Credits needed determined by annual VMT and certified emissions
- Biggest positive in making pollution costs real to drivers

Expand NJ Transit route geography

- Similar issues as extended timetable
- Costs very high (especially for rail)
- May have negative impact if rider ship is too low

Park-n-ride out of urban areas

- Example: lot on I-195 in Robbinsville w/ shuttle service into Trenton
- Probably only work if combined with shuttles
- Might induce sprawl (is this our concern?)

Evaluations of a couple of ideas from the previous meeting were revisited. The environmental benefit of revised gasoline formulation was down graded significantly as it was felt that very little improvements can still be made in this area for the pollutants of interest to this group (PM and NO_x). It was also felt that the change in I/M frequency should just be made for older vehicles as changes to the new vehicle exemptions would be very unpopular, be very expensive due to additional inspection volume, and probably have little impact on emissions.

Ranking of ideas based first on environmental benefit, as this is likely to be the first criteria of the Department. It was then recognized that a very low score in any of the other criteria but particularly technical feasibility or cost would stop the implementation completely. Ideas with environmental benefit of three or greater and without a fatal flaw – one or less in the other criteria – will be considered the 'high' group. Those with moderate scores across the board will be the 'medium' group and the remainder the 'low' group. Based on this process, the groupings are as follows:

High	Medium	Low
Anti-idling education/enforcement	Tax credit for purchase of hybrid vehicles (high efficiency)	Electric shuttles in structured communities
Roadside RSD (gross emitter or clean screen)	Convert state and large corp. fleets to hybrid or alt. fuel	Electric vehicle charging stations
Repair assistance for older cars	General education programs (drive-thru, tire inflation, hot-weather refueling) partnered w/ AAA etc	Expand NJT night/weekend service
Employee trip reduction programs	Mpg/emissions requirements for large fleets	Extend NJT routes (geography)
Travel demand management	Employer shuttles to train/bus	Revise gasoline formulation
State gas guzzler tax (inc'd credit for high efficiency cars)	Tire inflation programs	Hydrogen vehicles
Annual I/M for cars over 10 years	Registration fee based on VMT	Increase fuel tax
Alternate fuels tax credit		Early retirement programs
Park-n-ride out of urban areas		Pollution credit trading program
		Expand bike/hiking trails
		Catalytic converter retrofit program
		Registration fee based on vehicle weight
		Ban drive-thru banks, fast food

Wrap-up

Next meeting: Wednesday September 7th at 10 am at the Bureau of Motor Vehicle Inspection & Maintenance; 380 Scotch Road, Ewing, NJ. Transportation for those who wish to travel to the Trenton area by train can be coordinated through Jeff Cantor.

Prior to the next meeting, an initial draft of the workgroup's final report to the Department will be distributed for review. Further development of the report will be the main agenda item in September.